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FROM: Detachment #1

25X1A

SUBJECT: Revision #1 to DTF OPLAN 52-66

21 Dec 65

TO: Special Distribution

1. Renumber pages 16, 17 and 50 to read 17, 18 and 47 respectfully.

2. Attached are revised pages that supersede corresponding pages which will be removed and destroyed.

25X1A3. Change total number of pages to read 65.

Colonel, USAF
Commander

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Rev 1 to DTF OPLAN 52-66 (31 pages)

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(2) Conduct a general briefing for appropriate Support personnel as soon as possible after Commander's briefing.

(3) Initiate and insure the completion of support functions as outlined in Annex C, Support.

e. The Chief, Security will:

(1) Attend the Commander's initial briefing.

(2) Conduct a general briefing for appropriate Security personnel as soon as possible after Commander's initial briefing.

(3) Initiate and insure the completion of security functions as outlined in Annex D, Security.

f. The Chief, Medical Services will:

(1) Attend the Commander's initial briefing.

(2) Coordinate with the Deputy Commander for Operations in selection of mission pilots, see 3a(6).

(3) Initiate and insure the completion of medical requirements as outlined in Annex E, Medical Services.

4. LOGISTICS MATTERS:

a. Materiel: See Annex B.

b. Support: See Annex C.

c. Reports: As directed by Project Headquarters.

5. COMMAND AND SIGNAL MATTERS:

a. Communications: See Annex C.

b. Command: Normal.

6. DELAY/CANCELLATION OF MISSION: In the event a NO-GO is received at H-1:00, the Commander will establish timing for a Staff meeting to discuss necessary re-generation or new generation timing. If re-generation is required, the Mission Coordinator will, in conjunction with Staff Directorate heads, annotate a Mission Coordinator Checklist with the applicable timings for re-generation.

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DISTRIBUTION: Special

ANNEXES:

A - Operations	D - Security
B - Materiel	E - Medical
C - Support	

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(1) The initial pilots briefing will be conducted from H-17 to H-14. The briefing officer will assure that pilots have note paper, communications flimsy, and map with departure/recovery routes for study. Personnel authorized for attendance are: Commander, DCO, Security, Project Pilots and briefing personnel. This briefing will cover general operational aspects, Intelligence, Escape and Evasion, and route study of the canned portions of the mission. The briefing must be terminated NLT H-14 in order to provide the pilots a proper crew rest period.

(2) The Final Briefing for Pilots will begin at H-3:30 and be completed in time for the pilots to report to the Physiological Section for Physical at H-1:40. Time schedules that must be met at this briefing are:

- (a) Operations: H-3:30 to H-3:28 02 minutes
- (b) Maintenance: H-3:28 to H-3:18 10 minutes
- (c) Payloads: H-3:18 to H-3:08 10 minutes
- (d) Operations: H-3:08 to H-3:00 08 minutes
- (e) Routes: H-3:00 to H-2:15 45 minutes
- (f) Intelligence: H-2:15 to H-2:10 05 minutes
- (g) Weather: H-2:10 to H-1:50 20 minutes
- (h) Miscellany: H-1:50 to H-1:40 10 minutes

(3) The final briefing will be terminated to assure the pilot is available to the Flight Surgeon at H-1:40 for final physical and to the Physiological Section at H-1:25 for suiting.

j. Other timing that the DCO will closely monitor:

(1) Pilot will depart suiting at H-1:05 and be transported to aircraft to arrive NLT H-1:00.

(2) Pilots hookup will be completed by H-:45 and Engine Start will begin at H-:35.

(3) Taxi will start at H-:15 and engine trim on the runway should begin at H-:05 to assure release brakes at H-0.

(4) If the airborne aircraft has not aborted, or reported mechanical problems that dictate his recall by H+:25, the DCO will release the spare pilot who will have advanced through the timing cycle to engine start. The cutoff at H+:25 is dictated by the time required to start engines, taxi and make takeoff by the maximum of H+1:00.

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(5) Assure that [REDACTED] validation is made after takeoff.

4. INCREASED SECURITY MEASURES: Upon receipt of a mission alert, increased security measures will be implemented. The Mission Support Section and Command Post will immediately change combination on Cypher Lock providing access to individual areas. An Access Roster listing those individuals authorized access to each area will be prepared by DCOC clerk and forwarded to Mission Support Section, Command Post and copy to Security. As required, the access rosters will be revised to maintain currency. After change of the Cypher combination, the new combination will be given only to those personnel on the access roster. The access roster will be posted in a prominent place INSIDE each area so that assigned personnel may assure only authorized personnel, or escorted personnel, are in area.

5. OPERATIONS ACTIVITIES: Operations activities and functions are outlined in TAB's to this Annex.

6. PILOTS SCHEDULE: A schedule of mission pilots activities from H-24 to release after mission completion is depicted at the end of the DCO Check List. A copy of the schedule will be provided each mission pilot to assure all scheduled activities are made familiar to him. The DCO will provide the pilots with the schedule after Commanders Briefing at H-23:30; a copy will be provided Flight Surgeon.

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Colonel, USAF
Deputy Commander for Operations

1 attach:
DCO Check List

9 TABS:
1 - Flight Planning
2 - Command Post
3 - Life Support
4 - Intelligence
5 - Weather
6 - Mission Coordinator
7 - AFCS Representative
8 - Airborne Communications
9 - Automation

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H-12 to H-0

H-0 to H+12

- i. Check status of Command Post.
 - (1) Mission Generation Plan.
 - (2) Charts, maps.
 - (3) Proper timing charts posted and current.
 - (4) Security of Command Post.
 - (5) Access Roster posted.

j. Mission Support access roster (as required during canned route briefing).

k. Coordinate with Security for the establishment of guard at entrance to operations complex.

l. Review coordination of primary missed air refueling base airdrome facilities. This to include only those items necessary, from an operations view point, required to launch and recover the A-12 aircraft, i.e., airdrome taxiways, tower procedures, hazards to flying, nav aids, etc.

m. Review KC-135 air refueling areas and possible use of KC-135 for airdrome communication platform during staging and operational missions.

n. Weather briefing for Operations Staff.

o. Direct officer to proceed to 313ADiv.

p. Determine pilots C-11 currency on A/R/Alternates.

4. H-20:00: Submit hangar access roster to Security.

5. H-18:00 to H-17:00:

a. Prepare operation portion of pilots initial briefing.

b. Assign officer to act as security guard to assure that only those properly badged personnel, or contractor personnel called for by project pilots are admitted during briefings/debriefings of operation mission.

6. H-17:00 to H-14:00: Supervise Pilots Initial Briefing. Assure that only authorized personnel are in attendance. Assure note paper, communications flimsy, and departure/recovery maps are available for pilot review.

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7. H-14:00: Assure pilots available to Flight Surgeon for crew control.
8. H-12:00: Provide 313ADiv mission information on directed format.
9. H-6:00 to H-3:45: Review tanker execution messages and pre-sortie message, and prepare operation portion of final briefing.
10. H-3:45 to H-3:35: Coordinate with DTF Commander/Flight Surgeon for selection of primary/spare pilot. Advise Physiological Support and Mission Coordinator, immediately upon selection.
11. H-3:30 to H-1:40: Supervise pilots final briefing. Assure that only authorized personnel are in attendance, and that time schedule is adhered to.
12. H-1:05: Monitor that pilot leaves physiological section for transport to aircraft.
13. H-1:00: Review GO-NO-GO message.
 - a. If GO: Continue Check List.
 - b. If NO-GO:
 - (1) Advise Physiological Support to return pilots to desuit.
 - (2) Advise Commander and Staff of delay/cancellation.
 - (3) If delayed, begin check list at H-hour timing commensurate with delay.
14. Validate [REDACTED] operative after takeoff within 10 minutes.
15. Takeoff +:35: Release pilot from ground spare alert commitment, if no requirement exists for use of spare.
16. Landing +:30: Conduct sensitive debrief and coordinate post-mission report at Landing +:40.
17. Landing +:45: Conduct general mission debriefing.
18. Landing +2:45: Coordinate initial mission report.
19. Landing +5:00: Coordinate with DCM/Security on transportation of mission information. To be directed by Project Headquarters.

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20. Landing +5:00: Assure DCOM has forwarded to Security, duplicate tapes of all Operations briefings/debriefings of pilots.

21. Landing +5:00: Review tanker support termination message

MISSION PILOTS ACTIVITY SCHEDULE FOR OPERATIONAL MISSIONS

<u>H-HOUR TIME</u>	<u>LOCAL TIME</u>	<u>ITEM</u>	<u>LOCATION</u>
H-22:30		Pre-Mission Physical	Flt Surgeons Office
H-21:30		C-11	C-11 Building
H-19:00		Eating	Pilots House
H-18:00		Intelligence Briefing	Intelligence Office
H-17:00		Initial Briefing	Briefing Room, Opns
H-16:00		Route Briefing	Briefing Room, Opns
H-14:00		Eating	Pilots House
H-13:00		Crew Rest	Assigned House
H- 4:30		Wake-up/Phys Check/Breakfast	Flt Surgeons Office/ Pilots House (Eat)
H- 3:30		Final Briefing	Briefing Room, Opns
H- 1:40		Final Physical	Physiological Area
H- 1:25		Suiting	Physiological Area
H- 1:05		Leave Opns	Transport Van
H- 1:00		Arrive Aircraft	Hangar
H- :45		Complete Loading	
H- :15		Taxi	
H- :05		Engine Trim	
H- :00		Takeoff	
L+ :25		Physical Questions	Physiological Area
L+ :30		Opns Debrief	Briefing Room, Opns
L+ :45		Mission Debrief	Briefing Room, Opns
L+ 3:30		Released	

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TOP SECRETFLIGHT PLANNING OPERATIONAL CHECK LIST

1. H-24:00: Receive Mission notification.
2. H-24:00 to H-16:00: Pre-mission activity check list.
3. H-23:30: Attend Commander's initial briefing.
4. H-21:00: Submit access roster to Mission Coordinator.
5. H-20:00: Coordinate with Intelligence, plotting of SAM Sites.
6. H-18:00: Receive R-71, MP #1 (canned portion instructions).
7. H-16:00 to H-14:00: Pilot's route study (canned portion).
8. H-16:15: Receive R-76, MP #2 (entire wind flt plan) (received at H-15:00, in the event of 1004 breakdown).
9. H-15:00 to H-12:00: Prepare complete route map strip.
10. H-15:00: Receive R-78, MP #3 (supplemental Flight Plan information).
11. H-14:00: Receive R-81, Camera Programming Data.
12. H-13:45: Provide SIP information to SIP personnel.
13. H-13:30: Provide sensitive route portion for commo.
14. H-12:55 to H-12:00: Package, EWS and INS data to DCM.
15. H-12:45: Provide Command Post with Nav data for 313ADiv notification.
16. H-12:00: Obtain commo data sheets from Communications Officer.
17. H-11:00: Obtain INS comeback copies for re-check.
18. H-11:00 to H-7:30: Preparation of map strips for cans.
19. H-7:30 to H-6:30: Photo copy map strip.
20. H-3:30 to H-1:40: Final pilot's briefing.
21. H-2:00 to H-1:30: Load material in aircraft.
22. Takeoff to Landing: Provide flight following assistance in Command Post, as required.

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23. L+:30: Sensitive portion of debriefing.
24. L+:45: General debriefing.
25. L+3:30: Receive and transmit SC&DM data via 1004.
26. L+5:00: Deliver duplicate tape recordings of debriefings to Security.

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1. H-24:00:

- a. Initiate 24 hour operation, recall Command Post personnel, and review operational procedures.
- b. Secure Command Post (Category I) and post access list.
- c. Prepare Command Post for occupancy by Command and Staff.
 - (1) Hack clocks and post H-hour clock.
 - (2) Ascertain a camera is available and loaded with film.
 - (3) Set up film strip projector and screen.
- d. Begin and maintain a log of events and information pertinent to the mission.
- e. Obtain and post aircraft maintenance status.
- f. Obtain and post standby crew status for F-101 aircraft.
- g. Insure that radio and telephone communications are operational.
- h. Insure Mode X site is operational.
- i. Insure that a secure communications to 313ADiv is operational.
- j. Prepare and distribute mission alert format.
- k. Message release list to message center.

2. H-23:30: Attend Commander's briefing. 25X1A

3. H-22:00: Upon receipt of communications data [REDACTED] post to communications flimsy.

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4. H-18:00: [REDACTED] report (followed by 1200 & 2400Z).

5. H-12:00:

- a. Coordinate with Detachment Communications and DCOM on mission notification to 313ADiv.

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b. Submit advance notification to 313ADiv on notification format.

6. H-9:00: Upon receipt of tanker pre-sortie report [REDACTED] post 25X1A tanker call signs to communications flimsy.

7. H-3:00: Receive confirmation from 313ADiv that all coordination has been acknowledged.

8. H-2:00: Dispatch message to Project Headquarters confirming all coordination has been completed.

9. H-1:00:

a. Activate HFSSB radio for monitor and emergency use.

b. Obtain from Weather, NOTAMS's on specified emergency alternate airfields and post to Commanders Airfield Status Manual.

10. H-Hour:

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a. Dispatch mission takeoff report [REDACTED] to Hqs and advise 313ADiv.

b. Post mission progress to Flight-following board.

25X1A

25X1A c. Monitor [REDACTED]; Transmit code word upon receipt of initial "A" code for [REDACTED] validation.

11. Takeoff +1:00:

a. If abort/diversion notify Command and DCO.

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b. Dispatch abort report [REDACTED] if required, to Hqs and advise 313ADiv.

c. After aircraft recall and tanker requirements no longer exists, advise SAC Command Post that tanker recall may be initiated.

25X1A 12. Landing: Immediately after mission aircraft lands, dispatch mission landing report [REDACTED] to Hqs and advise 313ADiv.

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PHYSIOLOGICAL FUNCTIONS OPERATIONAL CHECK LIST

1. H-24:00:

a. Security Procedures:

(1) Pressure suits, parachutes, seat kits and vent units to be used on a mission will be secured in a special locker secured by a combination lock. The OIC, Assistant OIC and NCOIC will have sole possession of the combination. A copy of the combination will be filed in Security. The OIC, Assistant OIC or NCOIC will be present during all preflights and periodicals, or at any other time equipment is removed from the special locker.

(2) Access to the Life Support Division will be limited to the Commander, DCO, mission pilots, mission flight surgeon, mission forecaster, flight planning, command post, intelligence, security and life support personnel. Access of other personnel must be approved by the Commander or DCO.

b. General Procedures:

(1) A primary and alternate physiological support technician will be designated for each pilot.

(2) Serviceability of equipment for pilots selected will be investigated and any discrepancies reported to the DCO.

(3) Preparation of a flow chart indicating pilot preparation times as pertinent to physiological support.

2. H-23:30:

a. Attend Commander's briefing.

b. Submit Hangar access roster to Mission Coordinator.

3. H-22:00:

a. Oxygen: On notification of an operational mission, the DCM will select five (5) cylinders of oxygen and one (1) liquid oxygen cart which will be placed under security guard. Immediately upon notification by DCM that the oxygen is available, the OIC, or his designated representative, accompanied by a security guard, will transport oxygen to Operations building, Life Support Division. The five selected cylinders and liquid oxygen cart will be the sole source of oxygen used for filling emergency cylinders,

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checking pressure suits, filling portable vent units and for pre-breathing. Security will guard selected cylinders and liquid oxygen cart at all times.

b. Coordinate with Intelligence and survival personnel to insure appropriate selection of survival and E&E items.

(1) Preflight the following life support equipment items:

- (a) Both full pressure suits (each pilot).
- (b) Parachute and the emergency oxygen system(s).
- (c) Seat kit components.

(2) Preflight physiological support facilities for reception of pilots:

- (a) Pre-breathing.
- (b) Transport vehicles.
- (c) Pre-breathing room briefing equipment.
- (d) Accuracy of test equipment.
- (e) Ventilation and oxygen cylinders.

4. H-20:00:

a. Notify Security, the mission survival kit is available for packing, inspection and sealing. Security personnel will inspect each item placed in the survival kit, and attest to its sterility. When packing of the kit is completed, Security will seal the kit and the kit will be placed in a locker with a combination lock until it is installed in the aircraft at H-3:30. Security will be responsible for forwarding a complete list of survival items sealed in the kit to Project Headquarters.

b. Notify DCO of personnel selected as recovery team for life support.

5. H-14:00: Receive Survival Packet from Intelligence.

6. H-3:30 to H-3:00: Attend pilots briefing.

a. Obtain names of Primary/Spare pilots from DCO.

b. Helmet, face heat and communication check at aircraft. (Items transported from DCOL to the hangar area under security guard).

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c. Installation of seat kit and parachute in aircraft. (Items transported from DCOL to the hangar area under security guard).

d. Helmet returned to DCOL.

7. H-3:00 to H-1:40: Preparation of pre-breathing room for receipt of pilots.

8. H-1:45 to H-1:30: Security inspect suits.

9. H-1:40 to H-1:25: Flight Surgeon Medical in DCOL.

10. H-1:20 to H-1:10:

- Pilots dressed.
- Pressure check of suits.

11. H-1:10 to H-1:05: Pilots prepared for transport to aircraft.

12. H-1:05 to H-1:00: Transport to aircraft.

13. H-1:00 to H-:45:

- Pilot hook-up in aircraft.
- Suit - aircraft integration check.

14. H-:45 to Takeoff: Life Support personnel standby until takeoff.

15. H-1:00 to H+:35: Standby spare until spare is released.

16. Takeoff to Landing: Standby in Operations for relaying information to pilot, if necessary.

17. Landing:

- Remove pilot from aircraft.
- Transport pilot to Operations.
- De-suit pilot.

18. L+:45: Attend debriefing. Evaluation and reliability of equipment.

19. Post-flight equipment.

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TOP SECRETINTELLIGENCE OPERATIONAL CHECK LIST

1. H-24:00: Mission alert message received. Material being gathered for briefing.
2. H-23:30: Attend Commander's briefing.
3. H-22:00: Coordinate with Life Support Division on the type of survival radio to be packed into the E&E kit.
4. H-20:00: SAM sites plotted on emergency maps.
5. H-18:00: [REDACTED] Current Intelligence , should be received from Project Headquarters.
6. H-18:00 to H-17:00: Special Intelligence briefing given to pilots in the Intelligence vault.
7. H-17:00 to H-14:00: Initial briefing given to pilots.
8. H-14:00: Survival packet turned over to Life Support.
9. H-3:30: Attend final briefing for pilots.
10. H-2:15 to H-2:10: Present any last minute intelligence items to the pilots.
11. L+30: Pilot debriefed for any significant items of intelligence.

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12. L+1:30: Paragraph C of [REDACTED] Mission Report, will be prepared and submitted to DCO.
13. L+24:00: Mission material from all staff agencies, not sent to Headquarters, i.e., duped tapes, logs, etc. will be assembled and filed in the intelligence vault.

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1. H-24:00: Receive Mission Plan Weather Requirements [REDACTED]
 - a. Prepare Specific Mission Check List.
 - b. Arrange forecaster and observer work schedules.
2. H-23:30: Attend Commander's briefing. Determine general requirements for weather support.

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3. H-21:00: Receive Terminal Weather Forecast, [REDACTED]
4. H-21:00: Receive Mission Plan Weather Forecast, [REDACTED] 25X1A
5. H-18:00: Receive Emergency Alternates Forecast Requirements [REDACTED] 25X1A
6. H-17:45: Receive Mission Plan Weather Forecast, [REDACTED] (updated).
7. H-17:15: Receive [REDACTED] 25X1A

8. H-16:00: Present initial weather briefing to mission pilots, plus operational staff, to include routes, targets, AAR's, terminals, and alternates.

25X1A

9. H-15:00: Receive Target Forecasts [REDACTED] 25X1A
10. H-15:00: Receive GO-NO-GO weather requirements, [REDACTED]
11. H-14:00: Receive Tanker Weather Data, [REDACTED] 25X1A
12. H-13:00: Present weather briefing to Package Section.
13. H-7:30: Send [REDACTED] 25X1A 25X1A
14. H-8:00: Receive GO-NO-GO weather forecast, [REDACTED]
15. H-7:00: Send hazardous weather message, if required, [REDACTED], 25X1A
16. H-3:30: Brief mission pilots and Operations staff.
17. H-3:00: Receive [REDACTED] (update). 25X1A
18. H-2:30: Send [REDACTED] 25X1A

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19. H-2:30: Send [REDACTED]

20. H-2:00: Mission observer mans the Command Post, posts AAH and terminal displays.

21. H-1:40: Mission forecaster replaces mission observer in the Command Post.

22. H-1:35: Get letdown plate forecasts to pilots.

23. H-1:30: Notify Life Support of any requirement to re-brief.

24. H-1:10: If necessary, re-brief mission pilots.

25. L+45: Participate in pilot debriefing and coordinate weather input to Mission Post-landing Report. [REDACTED] 25X1A

26. L+1:00: Return met watch material from Command Post to Weather Station.

27. L+24:00: Turn in mission data to Intelligence.

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will make determination for each mission as to when and where each method will be used (or whether a combination of the two should be used) depending upon conditions at the time.

(1) The abort transmission format for voice, whether via UHF or HF-SSB, will consist of a two digit meaningful number followed by the minutes past the current ZULU hour. Numbers indicating reasons for the abort will be as specified below.

(a) Example: A-12 transmits: "MEATBALL THIS IS BARNEY 12 1343 OVER". Ground station acknowledges: "BARNEY 12 THIS IS MEATBALL ROGER OUT".

(b) Meanings:

1. MEATBALL: Ground station (UHF).

2. BARNEY 12: A-12 call sign (UHF).

3. 1343: Two digit meaningful number (13), followed by two digits (43) for minutes past current ZULU hour.

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(2) The abort report transmission format for [REDACTED] HF-SSB is as follows:

(a) "ABORTING AND PROCEEDING TO BRIEFED DESTINATION". Depress "A" button for one to five seconds, wait twenty (20) seconds then depress "B" button for one to five seconds.

(b) "ABORTING AND PROCEEDING TO BRIEFED ALTERNATE". Depress "B" button for one to five seconds, wait twenty (20) seconds then depress "A" button for one to five seconds.

q. Special A-12 Diversion Procedures: Under certain conditions not covered in sub-paragraph p, above, the A-12 may be forced to divert from his normal flight path or to an emergency recovery base other than the briefed alternate; under these conditions a special voice diversion report will be sent. This message will consist of a diversion code word [REDACTED] followed by the INS position to which he is diverting. Whether the divert report is filed via UHF or HF-SSB, the format will be as follows:

(1) A-12 transmits: "HERTY THIS IS DIXON, YUKON TWO THREE, OVER". Ground station acknowledges: "DIXON THIS HERTY ROGER, OUT".

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TOP SECRETCOMMUNICATIONS FLIMSY

COMMO DATA

CALL SIGNS:	<u>UHF</u>	<u>HF-SSB</u>
A-12	_____	
KC-135: 1st A/R Primary	_____	
Spare	_____	
2nd A/R Primary	_____	
Spare	_____	
3rd A/R Primary	_____	
Spare	_____	

GROUND CONTROL _____

IFF/SIF OPERATION: _____

FREQUENCY CHANGE CODE WORD: _____ RECALL CODE WORD _____

DIVERSION CODE WORD: _____ B/W VALIDATION CODE WORD _____

ABORT MEANING CODE:	11	----- AIRCRAFT	12	----- PAYLOAD
	13	----- PILOT	14	----- WEATHER
	15	----- RECALL		

FREQUENCIES: ARC-50	<u>PRI</u>	:	<u>CH</u>	:	<u>C/N</u>
1st A/R	_____		_____		_____
2nd A/R	_____		_____		_____
3rd A/R	_____		_____		_____

HF-SSB

TIME ()		<u>PRIMARY</u>	<u>SECONDARY</u>
<u>FROM</u>	<u>TO</u>	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

CODE SELECTOR/RANGE ADDRESS

1st A/R _____ 2nd A/R _____ 3rd A/R _____

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COMMUNICATIONS FLIMSY

MESSAGE FORMAT

RECALL: Ground Station Transmits " THIS IS
(A-12 Tac Call)

(Ground Control) (Recall Word) UV-Sub

Pilot Acknowledges: " THIS IS
(Ground Control)
ROGER, OUT".

(A-12 Tac Call)

ABORT: Pilot Transmits: " THIS IS
(Ground Control)

(A-12 Tac Call) (Numbers for Abort) (Mins Past hour)

DIVERT: Pilot Transmits: " THIS IS
(Ground Control)

(A-12 Tac Call) (Divert Code Word) (INS Desti-
nation point) OVER".

25X1A

 A/B CODE PROCEDURES:

"ABORTING AND PROCEEDING TO BRIEFED DESTINATION"

Depress "A" button for one to five seconds, wait twenty (20) seconds then depress "B" button for one to five seconds.

"ABORTING PROCEEDING TO BRIEFED ALTERNATE"

Depress "B" button for one to five seconds, wait twenty (20) seconds then depress "A" button for one to five seconds.

Atch 1 to TAB 8

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25X1A

AIRBORNE COMMUNICATIONS GENERATION CHECK LIST

1. H-24:00: Mission Alert [REDACTED], Check with Flight Planning on route of mission and prepare HF-SSB curves.

2. H-23:30: Attend Commander's briefing. Re-check all equipment.

25X1A

3. H-22:00: Receive [REDACTED] and enter data in flimsy.

4. H-20:00: Notify DCM of UHF frequency changes and translator codes.

5. H-13:30: Receive sensitive portion of route from DCOM.

25X1A

6. H-12:00: Assure completion of flimsy, except for [REDACTED] information, start preparation of [REDACTED].

25X1A

7. H-10:00: Send [REDACTED] 25X1A

25X1A

8. H-9:00: Extract appropriate data from [REDACTED], enter in flimsy.

9. H-3:30: Attend final pilot briefing.

10. H-2:00: Man all communications positions.

11. L+45: Attend debriefing.

12. L+5:00: [REDACTED] tape to Security.

25X1A

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TAB 9

TO

ANNEX A

AUTOMATION

1. MISSION: To man 1004 Data Link for receipt of transmission of visual information.
2. GENERAL SITUATION: Upon notification of an operational mission, work hours will be determined to insure full-time coverage of 1004 Data Link. Back-up personnel will be available on an "On-Call" basis.
3. PROCEDURES:
 - a. A basic work schedule will be available, based on an 8-hour timing.
 - b. Periodic Data Link operational checks will be performed, to insure line quality.
 - c. The OIC, Flight Planning, will be advised of named personnel duty schedule, as soon as this information is available.
 - d. Transmission and receipt logs will be kept on a permanent basis.

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Check List

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AUTOMATION OPERATIONAL CHECK LIST

1. H-24:00: Receive mission notification.
2. H-23:30: Advise all automation personnel of duty schedule.
3. H-23:00: Advise OIC, Flight Planning, of duty schedule.
4. H-21:00: Perform complete data link check-out to insure line quality.
5. H-17:00 to H-16:15: Maintain an operational receive position and receive [REDACTED] Mission Plan #2.
25X1A
6. H-16:15: Give 3 copies of [REDACTED] to OIC, Flight Planning (run any additional copies if requested).
7. H-16:00 to L+2:00: Maintain 15 minute on-call status, notifying OIC, Flight Planning of exact location.
8. L+2:00 to L+3:30: Maintain data link contact in preparation for transmission of SC&DM and SIP data.
9. L+3:30: Transmit SC&DM mission tapes to Project Headquarters.
10. L+4:30 to L+10:00: Transmit SIP tapes to Project Headquarters.
11. L+10:00: Secure and resume normal operation.

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TOP SECRETAIRCRAFT GENERATION CHECK LIST

1. H-24:00: Mission alert start.
2. H-23:30: Commander's initial briefing.
3. H-23:30 to H-22:30: Select aircraft and assign Package.
4. H-23:00:
 - a. Maintenance to secure Nitrogen, Oxygen, Oils and Drag Chute.
 - b. POL to secure Fuel Trucks, LOX, LN2 and call Security.
5. H-22:30:
 - a. DCM meeting with Contractor personnel.
 - b. Maintenance to notify Security of aircraft parking.
 - c. Start mission aircraft preflight.
 - d. Maintenance access list to Security.
6. H-22:00:
 - a. Personal Equipment pick up LOX from POL.
 - b. Personal Equipment pick up GOX from Maintenance.
 - c. Maintenance pick up LOX, LN2 from POL.
 - d. DCM request C-130. 25X1A
7. H-21:00 to H-19:00: [REDACTED] checkout.
8. H-21:00 to H-17:00: EWS preflight. 25X1A
9. H-21:00: DCM to submit [REDACTED] reports.
10. H-20:00: ARC-50 codes to DCM.
11. H-20:00 to H-16:00: Select Maintenance Recovery Crew and give to DCM.
12. H-19:00 to H-17:00: INS preflight.
13. H-18:00 to H-16:00: Load Priority I equipment on C-130.

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14. H-17:00 to H-15:00: Move aircraft out for TEB and LOX.
15. H-15:00 to H-14:00: Place Clamshell in position - PEEK.
16. H-14:00 to H-10:30: Aircraft #1 and #2 Package Load.
17. H-13:45: SIP data available from Flight Planning.
18. H-13:30: Package data available from Flight Planning.
19. H-13:00: Weather briefing for Package personnel.
20. H-13:00 to H-7:00: Package data loaded.
21. H-12:45 to H-12:00: INS data available from Flight Planning.
22. H-12:00: Receive fuel loading from Flight Planning.
23. H-12:00 to H-10:30: SIP installed, checked out and Beacon check.
24. H-11:00 to H-6:00: INS data prepared for loading.
25. H-10:30 to H-10:00: Remove Clamshell.
25X1A
26. H-10:00: POL to send [REDACTED], Tanker Report.
27. H-10:00 to H-8:00: Fuel service aircraft #1 and #2.
28. H-8:00 to H-7:00: Instrumentation checkout.
29. H-5:30 to H-4:30: Commo preflight.
30. H-4:30 to H-4:00: Engineer cock aircraft.
31. H-4:00 to H-1:00: Asst Engineer standby cockpit.
32. H-4:00 to H-3:30: Nitrogen topoff.
33. H-4:00 to H-3:30: Maintenance to call security to sterilize cockpit.
34. H-3:30 to H-3:00: Personal equipment loaded.
35. H-3:30:
 - a. Aircraft status briefing - Engineer, Crew Chief, INS, EWS, Pkg & DCM.
 - b. Start INS warmup.

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36. H-2:00 to H-1:30:

- a. Viewfinder loaded with film.
- b. INS data tape loading.

37. H-1:00 to H-:35: Crew loading and aircraft preflight #1 and #2.

38. H-:35 to H-:15: Engine start, power switch and towout of aircraft #1 & #2.

39. H-:15 to H-Hour: Taxi and takeoff.

40. H+:25: Standby Spare Aircraft, start engines.

41. H+:30 to H+2:30: Unload Package and INS from spare aircraft.

42. H+2:30: Spare aircraft declassified.

43. L+:30: Land cool mission aircraft.

44. L+:30 to L+1:15: Secure mission aircraft and service engine oil.

45. L+1:45: Aircraft maintenance debriefing.

46. L+1:15: Remove Instrumentation Package.

47. L+1:15 to L+2:00: Place Clamshell in position.

48. L+2:00 to L+4:00: Unload Package and prepare "TAKE".

49. L+2:00 to L+2:30:

- a. SCDM tape removed and given to SIP.
- b. Remove Viewfinder film and maps.

50. L+2:00 to L+3:00: INS extract data from Computer.

51. L+3:00: Package to submit [REDACTED] to Command Post. 25X1A

52. L+3:15 to L+3:45: Remove EWS Panels.

53. L+3:30 to L+4:15: SIP data to Operations.
25X1A

54. L+3:45: Remove [REDACTED] tape. 25X1A

55. L+4:00: SCDM data to Flight Planning for [REDACTED]

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56. L+5:00:

- a. Package "TAKE" to Security.
- b. [REDACTED] tape to Security.
- c. Declassify Mission Aircraft by Security.
- d. INS "TAKE" to Security.

25X1A

57. L+5:00 to L+9:00: INS to prepare duplicate SCDM tape.
58. L+9:00: INS to send duplicate SCDM tape to Security.

REGENERATION CHECK LIST (24 hour delay)

1. H-20:00: Select new Recovery Crew.
2. H-18:00 to H-16:00: TEB and LOX.
3. H-16:00 to H-14:00: Extend preflight.
4. H-13:00: Weather briefing for Package personnel.
5. H-12:00 to H-10:00: Update Type I.
6. H-4:30 to H-4:00: Engineer cock aircraft.
7. H-4:00 to H-3:30: Security in cockpit.
8. H-4:00 to H-1:00: Asst Engineer standby cockpit.
9. H-3:30: INS warmup.
10. H-3:00 to H-2:30: Install ice.
11. H-2:00 to H-1:30: Viewfinder loaded with film.
12. H-2:00: INS data tape loading.
13. H-1:00 to H-:35: Crew loading and pilot preflight #1 and #2.
14. H-:35 to H-:15: Engine start and power switchover and towout #1 and #2.
15. H-:15 to H-Hour: Taxi and takeoff #1.

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ANNEX C

SUPPORT

1. MISSION: To provide support, as required, to successfully launch and recover an A-12 operational sortie from Kadena AB, Okinawa. In addition, service will be rendered to the task force that will allow continuation of normal duties not directly associated with the operational sortie.
2. GENERAL SITUATION: Upon notification, the Deputy Commander for Support will attend the Commander's initial briefing obtaining any data pertinent to the Support requirements for the mission.
3. PROCEDURES: The Senior Support Officer will be responsible for the following actions immediately following the Commander's initial briefing:
 - a. The administrative office will be manned on a 24 hour basis, if required, in support of any operational sortie. Coordination will be effected with appropriate agencies over preparation of travel documentation for all personnel involved in a possible recovery mission of an A-12 away from Kadena AB.
 - b. It will be ascertained that sufficient funds are available for all foreseeable contingencies. Travel advances will be prepared for issue to personnel involved in a possible recovery away from Kadena, AB.
 - c. FIRE DEPARTMENT: Upon notification of an operational sortie, the Detachment Fire Department will coordinate with the Deputy Commander for Operations as to timing schedule of the mission. Coordination will be effected with the host base for supplemental fire protection as required.
 - d. COMMUNICATIONS: Upon notification of an operational sortie, the Signal Center, presently manned on a 24 hour basis, will be augmented as required.
 - e. TRANSPORTATION: Adequate vehicular support will be made available.

25X1A



Deputy Commander for Support

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1. H-23:30: Attend Commander's briefing. Aircraft designated.
2. H-23:00: Hangars secured.
3. H-23:00:
 - a. POL trucks secured in POL compound.
 - b. Oxygen and nitrogen secured.
4. H-20:00:
 - a. Access list provided by DCO, DCM and Flight Surgeon.
 - b. Inspect survival kit. Primary and alternate.
5. H-17:00 to H-15:00: TEB aircraft.
6. H-17:00: Initial pilot briefing.
7. When notified: Oxygen moved to Life Support Division (Security escort).
8. H-14:30: POL trucks secured by guard.
25X1A
9. H-12:00: Send contents list via [REDACTED]
10. H-4:00 to H-3:00: Senior Security Officer sterilize cockpit. Guard to standby cockpit.
11. H-3:30: Final pilot briefing.
12. H-2:00 to H-1:30: Install film strip.
13. When notified: Nitrogen moved to Life Support Division (Security escort).
14. H-1:45 to H-1:30: Security check of suit and all contents to assure sterility.
15. H-1:05:
 - a. Notify hangar guard when pilot is in Van.
 - b. Pilot to aircraft (Security escort).
16. Landing: Meet aircraft and standby.

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17. Landing to L+4:00: Unload systems from aircraft.
18. L+:30: Senior Security Officer to attend debriefing.
19. L+3:00 to L+3:30: Sterilize aircraft. Report to Mission Coordinator to declassify aircraft.
20. L+5:00: Move TAKE and tapes to Security.
21. When ready: Courier TAKE via designated aircraft. 25X1A
22. When courier departs: Send TAKE progress report via [REDACTED] (coordinate with DCM).
23. Four security guards standing by in the event of emergency recovery.
24. L+9:00: Receive duplicate SCDM tape, turn into Intelligence Officer.

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ANNEX E

CHECK LIST

1. H-23:30: Flight Surgeon will attend Commander's briefing.
2. H-22:30 to H-22:00: Pre-mission physical examination of pilots. Inform Mission Coordinator of results.
3. H-21:30 to H-19:00: Activities as scheduled.
4. H-19:00 to H-18:00: Messing.
5. H-18:00 to H-13:00: Messing.
6. H-13:00 to H-12:00: Preparation for bed, relaxation.
7. H-12:00 to H-4:30: Sleep.
8. H-4:30 to H-3:30: Awake, Flight Surgeon further evaluates pilots status, breakfast. Check with Mission Coordinator on selection.
9. H-3:45 to H-3:35: Coordinate with DCO for final selection of primary pilot.
10. H-3:30 to H-1:40: Final Pilot breifing.
11. H-1:40 to H-1:25: Presuiting physical, inform Mission Coordinator of results.
12. H-1:05: Transport to aircraft.
13. Landing to L+:25: Desuiting and post-mission physical evaluation.
14. L+:45: Attend debriefing.

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ATCH 2

TO

ANNEX E

PRE -MISSION PHYSICAL EXAMINATION

There whould be no question of the basic physical and psychological status of a pilot from your personal observations. The pre-mission physical is designed primarily to detect any prodromal symptoms of acute illness and/or anxiety.

1. Name:	Mission data: Date:		
2. Date:	Time: H-	Takeoff time:	Expected duration:
3. Recent history and family history:			
4. Subjects complaints:			
5. Review of systems:			
6. Examination:			

T. P. R. B/P

- (a) HEENT
- (b) Cardiovascular.
- (c) Respiratory

7. Laboratory work (if available)

- (a) Hematocrit
- (b) Urinalysis
- (c) Other

8. Comments by Flight Surgeon on items 3 and 7.

9. Report to Mission Coordinator

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